

Annual Report Fiscal Year 2015



MICHIGAN TRUCK SAFETY COMMISSION





MICHIGAN TRUCK SAFETY COMMISSION
ANNUAL REPORT Fiscal Year 2015
October 1, 2014-September 30, 2015
Pursuant to Public Act 348 of 1988
As of November 15, 2015

Prepared by the
MICHIGAN OFFICE OF HIGHWAY SAFETY PLANNING
P.O. Box 30634
Lansing, Michigan 48909
Michigan.gov/ohsp

MISSION STATEMENT

“To improve truck safety by providing Michigan’s trucking industry and the citizens of Michigan with effective educational programs and by addressing significant truck safety issues.”

2015 MICHIGAN TRUCK SAFETY COMMISSIONERS

The Michigan Truck Safety Commission (MTSC) shall carry out all responsibilities as mandated by Public Act 348, the Michigan Constitution, and by statute. The commission shall promote truck safety through truck driver safety education programs, research and demonstration projects, truck safety enforcement efforts, and other methods it deems appropriate with the state.

The following 11 commissioners serve on the MTSC:

Dr. Daniel Blower, Chair

Representing Michigan's four-year colleges and universities

Mr. Tim Yungfer, Vice Chair

Representing general public

Mr. Fred Bueter

Representing Secretary of State

Ms. Sharon Conklin

Representing private motor carriers

Mr. David Goller

Representing organized labor

Mr. Walter Heinritzi

Representing Michigan Trucking Association

Capt. Mike Krumm

Representing Michigan State Police,
Commercial Vehicle Enforcement Division

Mr. Charles Moser

Representing Michigan Transportation Commission

Mr. Thomas O'Brien

Representing Michigan's community colleges

Mr. Michael Prince

Representing Michigan Office of Highway Safety Planning

Mr. Robert Ramels

Representing general public

TABLE OF CONTENTS

MISSION STATEMENT	I
2015 MICHIGAN TRUCK SAFETY COMMISSIONERS.....	II
TABLE OF CONTENTS.....	III
INTRODUCTION	1
STRATEGIC PLAN.....	3
<i>EMPHASIS AREAS</i>	<i>3</i>
<i>OBJECTIVES</i>	<i>3</i>
CRASH PROFILE 2010-2014.....	4
MICHIGAN CENTER FOR TRUCK SAFETY	7
<i>GOALS</i>	<i>7</i>
<i>TRAINING.....</i>	<i>8</i>
<i>MOBILE TRUCK SIMULATORS</i>	<i>8</i>
<i>MICHIGAN CENTER FOR DECISION DRIVING.....</i>	<i>8</i>
<i>MATERIALS</i>	<i>8</i>
MEET THE STAFF	9
MICHIGAN STATE POLICE COMMERCIAL VEHICLE ENFORCEMENT DIVISION	11
<i>ENFORCEMENT</i>	<i>11</i>
<i>TRUCK SAFETY GRANT STATISTICS.....</i>	<i>11</i>
<i>EDUCATION AND AWARENESS</i>	<i>11</i>
RESEARCH.....	12
TRUCK SAFETY FUND	13
PUBLIC ACT 348 OF 1988.....	14



INTRODUCTION

For more than 25 years, the Michigan Truck Safety Commission (MTSC) has served as a trusted advocate for the state's trucking industry. The MTSC is the only organization in the nation dedicated to commercial motor vehicle driver education and training paid for by the trucking industry instead of tax dollars.

Funding for the MTSC is provided by the Truck Safety Fund established by Public Act 348 of 1988. The fund is administered by the Office of Highway Safety Planning (OHSP), a division of the Michigan State Police (MSP). The majority of the fund is used to support truck driver training, commercial motor vehicle enforcement, and research on commercial motor vehicle safety initiatives.

Training is coordinated by the Michigan Center for Truck Safety (MCTS), and commercial motor vehicle enforcement is conducted by the MSP Commercial Vehicle Enforcement Division (CVED).



STRATEGIC PLAN

In Michigan, development of a statewide Strategic Highway Safety Plan (SHSP) is directed by the Governor's Traffic Safety Advisory Commission (GTSAC). The GTSAC consists of the Governor (or a designee); the directors (or their designees) of the departments of Education, Health and Human Services, State, State Police, and Transportation; the director of the OHSP and Office of Services to the Aging; and three local representatives. The SHSP was developed in 2004. It was updated in 2007 and 2012.

In the 2013-2016 SHSP, four broad traffic safety emphasis areas were identified which included at-risk road users, high-risk road users, engineering infrastructure, and system administration. Commercial motor vehicle (CMV) safety was identified under the at-risk road users emphasis area. Since the MTSC was already in place, the commission agreed to serve as the action team for CMV safety. The MTSC Strategic Plan 2012-2015 serves as the SHSP CMV Action Plan for the GTSAC action team. The MTSC Strategic Plan will be updated in Fiscal Year 2016.

EMPHASIS AREAS

In the strategic plan, data-driven emphasis areas and strategies were identified to support the mission of the MTSC.

These emphasis areas include strategies derived from the National Cooperative Highway Research Program Report 500 Series, Implementation Guide-Volume 13 Guide for Reducing Collisions Involving Heavy Trucks, and Strategies to Reduce Commercial Motor Vehicle-involved Crashes, Fatalities, and Injuries in Michigan, a 2007 report by the University of Michigan Traffic Research Institute (UMTRI).

The MTSC emphasis areas include:

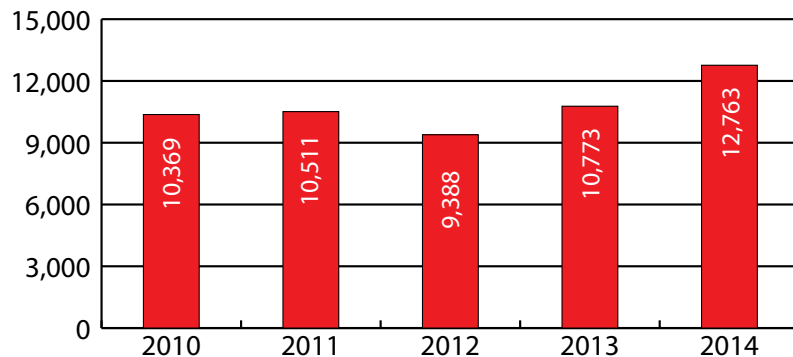
- Improving CMV driver performance through education and enforcement.
- Reducing fatigue-related crashes.
- Strengthening commercial driver's license programs.
- Increasing knowledge on how CMVs and cars can share the road.
- Improving maintenance of heavy trucks.
- Identifying and correcting unsafe roadway infrastructure and operational characteristics.
- Improving and enhancing truck safety data.
- Deploying truck safety initiatives, technologies, and best safety practices.

OBJECTIVES

The following objectives were identified:

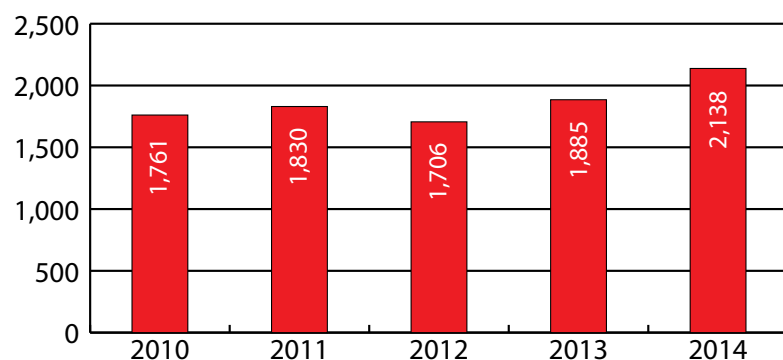
- Reduce the number of CMV-involved fatal crashes by a statistically significant number below the five-year trend line, taking into consideration the CMV miles traveled each year by 2015.
- Reduce the percentage of CMV-involved fatalities per 100 million CMV miles traveled by a statistically significant number below the five-year trend line by 2015.
- Increase the CMV seat belt use rate by a statistically significant percentage by 2015.
- Evaluate the use of the CMV simulator to determine the effectiveness of this training by examining use rates by drivers and crash trend line statistics after the training by 2015.

CRASH PROFILE 2010-2014



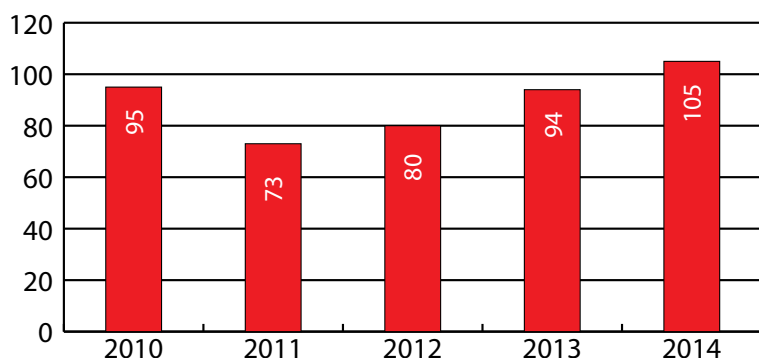
COMMERCIAL MOTOR VEHICLE CRASHES

CMV crashes have increased
23 percent since 2010.



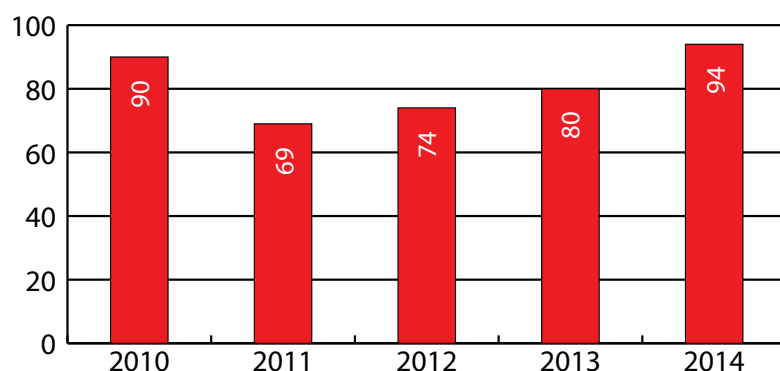
COMMERCIAL MOTOR VEHICLE INJURY CRASHES

CMV injury crashes have increased
21.4 percent since 2010.



COMMERCIAL MOTOR VEHICLE FATALITIES

CMV fatalities have increased
10.5 percent since 2010.

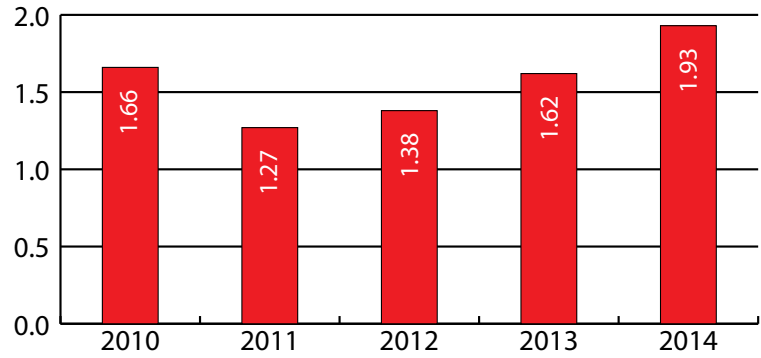


COMMERCIAL MOTOR VEHICLE FATAL CRASHES

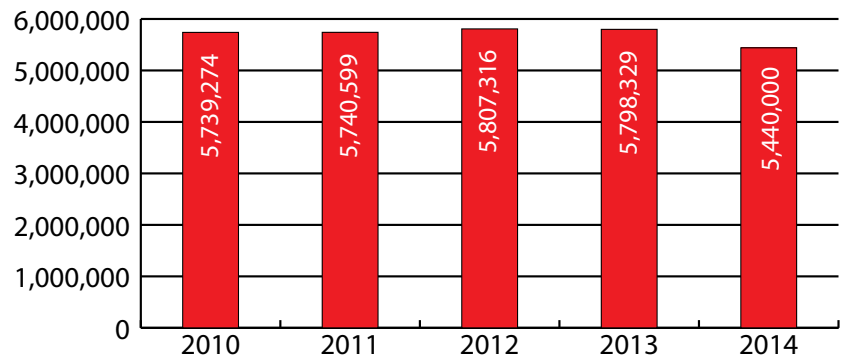
CMV fatal crashes have increased
4.4 percent since 2010.

**COMMERCIAL MOTOR
VEHICLE FATALITIES PER 100
MILLION MILES TRAVELED**

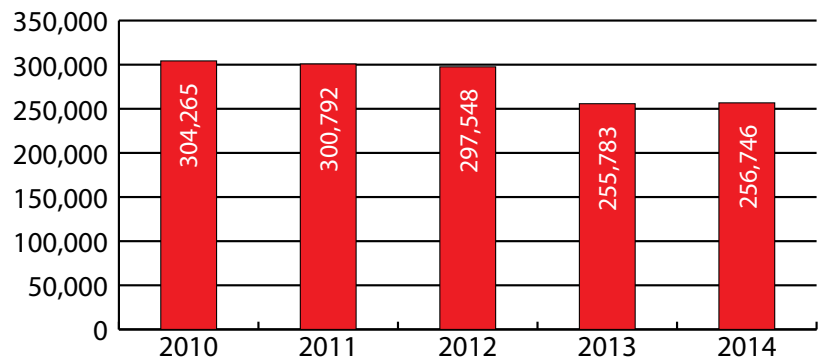
CMV fatality rate has increased
16.3 percent since 2010.

**COMMERCIAL MOTOR
VEHICLE MILES TRAVELED
(IN THOUSANDS)**

CMV miles traveled have
decreased 5.2 percent
since 2010.

**COMMERCIAL DRIVER
LICENSES (CDLs)**

CMV driver licenses
have decreased 15.6
percent since 2010.*



**Note: The number of CDLs in 2010 was incorrectly reported in the FY2011 MTSC Annual Report.*



MICHIGAN CENTER FOR TRUCK SAFETY

TOTAL GRANT AWARD: \$1,576,031.

The MCTS is responsible for the educational programs sponsored by the commission and is funded through a grant to the Michigan Trucking Association (MTA) Education Center, Inc. The MCTS serves as the central source for truck driver training and information programs, with offices in Lansing and Escanaba.

The MCTS staffers answer questions and provide information about truck safety, CMV rules and regulations, and education programs through the MCTS website or by phone.

The *Are You Truck SMART? (Safe Monitoring and Responsible Training)* campaign is designed to remind CMV drivers and passenger vehicle drivers to safely share the road. The campaign focuses on educating drivers about the limitations of large trucks, including information on blind spots, stopping distances, and proper merging. Campaign brochures are distributed through the mail and at industry and public events.

The MCTS staff maintains relationships with the Michigan Department of State (MDOS), Michigan Department of Transportation (MDOT), Michigan Driver and Traffic Safety Education Association, MSP, MTA Eastern Michigan Safety Council, and MTA Western Michigan Safety Council.

GOALS

Each fiscal year, the center submits goals for approval by the MTSC. The Fiscal Year 2015 goals are:

- The MCTS will provide truck driver training simulator education and outreach for up to four individuals and/or companies per week or 150 individuals and/or companies by September 30, 2015. **Goal not achieved.**

Achieving this goal was challenging because the simulator was unusable for October and November. Two updated simulators were obtained in December 2014. The MCTS trained 131 drivers from 12 companies.

- The MCTS will provide up to two education and outreach seminars per month or 25 by September 30, 2015. The MCTS will contact new entrants into the Michigan trucking industry by mail each quarter promoting the services offered through the center. The contact list will be obtained through the Federal Motor Carrier Safety Administration and will be an ongoing part of the center's outreach program. **Goal achieved.**

There were 38 seminars and 816 attendees. More than 3,500 letters were mailed to new entrants and 36 new entrant audits were conducted involving 92 company representatives.

- The MCTS will provide education and outreach seminars every month throughout the state reaching at least 400 truck drivers and/or company representatives by September 30, 2015. The MCTS will provide education and outreach in various aspects of commercial truck driving rules, regulations, and laws designed to keep CMVs and drivers operating safely on Michigan roadways.

Goal achieved.

There were 46 seminars and 640 attendees.

- The MCTS will also provide additional forms of education and outreach through other avenues by September 30, 2015. The website will be redesigned and updated for better ease of use. **Goal achieved.**

The MCTS updated the website and established a Facebook account. The Facebook page generated 96 likes.



- The MCTS will reimburse MTA for up to 1,500 scholarships (\$290 each) for Michigan drivers and CMV operators possessing a valid Michigan driver's license to attend the skid pad driver's training course at the Michigan Center for Decision Driving (MCDD) by September 30, 2015. **Goal achieved.** The MCTS provided 988 scholarships.

ADDITIONAL ACTIVITIES

- Provided outreach to companies and the general public on truck safety, focused on new and younger drivers. The MCTS sent out training materials to all driver education instructors in Michigan to help ensure the young drivers are focused when sharing the road with large trucks.
- Publicized the center and mobile truck simulators.
- Attended and displayed at truck safety events.

TRAINING

The MCTS offers training for CMV drivers and safety managers. There are five training categories:

- fatigued driving
- commercial driver licensing
- sharing the road with CMVs and learning about driving safely around trucks
- heavy truck maintenance
- industry safety, best practices, and use of technology

Classes include safety management training, decision driving course (skid pad), company-specific training, truck simulator training, professional driver coaching, new entrant contact program, cargo securement, fatigue awareness, and the National Safety Council's Defensive Driving Course for the Professional Truck Driver.

The center also provides new information regarding federal regulations updates, size and weight issues, border crossing, hours of service, and how legislation affects companies.

MOBILE TRUCK SIMULATORS

The two mobile truck simulators are used to train drivers on crash avoidance techniques and educate the public on the limitations of large vehicles by providing an interactive hands-on experience. The MCTS is working to expand participation from trucking companies by increasing awareness of this resource.

The simulators have traveled throughout the state to promote the center's truck safety training. This included meetings of the MTA Eastern Michigan Safety Council and MTA Western Michigan Safety Council, the Upper Peninsula State Fair, the Safety Preparedness Fair at Lansing Community College, a National Safety Council presentation in Saugatuck, the MDOT Operations Conference in Mt. Pleasant, the grand opening ceremony of the Port Huron Welcome Center, the Great Lakes Truck Show in Dundee, and the May meeting of the Capital Area Traffic Safety Committee. Additional outreach included displays that promoted the MCTS and the simulators at the Michigan Association of Timbermen meeting, MTA's Truck Driver Championship event, Monroe Welcome Center's Fourth of July event, and St. Ignace's annual truck show. The simulator trailer also parked outside the Michigan Capitol as part of the Michigan Driver Safety Showcase.

MICHIGAN CENTER FOR DECISION DRIVING

The MCDD provides advanced, hands-on truck driver training using the facility's skid pad and classroom. The MTA manages the day-to-day operations for the MCDD. The MCTS provides scholarships for training. To be eligible, the attendee must have a valid Michigan driver's license and/or be employed by a business that is Michigan-based or operates in the state. The MCTS provided 988 scholarships. The remaining 296 attendees did not qualify for scholarships because they were from out of state. The MCDD closed in July due to non-renewal of the lease. The MTSC is exploring the future of the MCDD through the CMV Educational Needs Assessment project with UMTRI.

MATERIALS

The MCTS offers print materials and DVDs available by mail or through the website, including:

- *End the Confusion* card (only available at Secretary of State branch offices)
- *Home Run for Safety* brochure
- *Mature Drivers and Trucks* DVD
- *Teens and Trucks* DVD
- *Truck Driver's Guidebook*
- Truck and tractor-trailer inspection DVD
- *Share the Road* DVD

MEET THE STAFF

Mr. Al Newell, *Project Director*

As project director, Mr. Newell oversees all aspects of the MCTS. He retired as a command officer with the MSP CVED after 30 years of service. He has extensive knowledge and experience regarding the trucking industry.

Mr. Chuck Simmons, *Truck Safety Simulator Specialist*

Mr. Simmons is an experienced employee in the trucking industry as a commercial vehicle driver and safety manager. He also has a background in information technology.

Mr. Jon Crippen, *Truck Safety Driver Performance Measurement Specialist*

Mr. Crippen has a long history in the trucking industry as a commercial vehicle driver and safety manager.

Mr. William Massey, *Truck Safety Specialist*

Mr. Massey was hired in May after retiring from the MSP CVED. He has experience conducting new entrant safety audits, which is among his new responsibilities.

Mr. Daniel Litzner, *Truck Safety Specialist, Escanaba Office*

Mr. Litzner was hired in May after retiring from the MSP CVED in 2014. He was an instructor for the Commercial Vehicle Safety Alliance inspection program and has an extensive background with the trucking industry in the Upper Peninsula.

Ms. Michelle Zemla, *Office Manager/Bookkeeper*

Ms. Zemla was hired in 2014. She has knowledge and experience with nonprofit organizations and office administration.

Mr. Charlie Culton, *Part-Time Safety Specialist, Office Assistant*

Mr. Culton retired from the MSP CVED in 2002 as an inspector, assistant division commander. His knowledge of the trucking industry will help in answering questions. He also assists on specialty tasks and other assigned duties.





MICHIGAN STATE POLICE COMMERCIAL VEHICLE ENFORCEMENT DIVISION

TOTAL GRANT AWARD: \$2,075,921

The MSP CVED is responsible for enforcing the state laws governing CMVs and their drivers. This includes, but is not limited to: equipment standards, size and weight restrictions, driver qualifications, transportation of hazardous materials, and criminal interdiction. Motor carrier officers also conduct high-visibility traffic enforcement, address homeland security issues, and focus on infrastructure protection through CMV enforcement activities.

ENFORCEMENT

Special Transportation Enforcement Teams (STET) are highly mobile operations allowing motor carrier officers to address driver and vehicle violations in areas at a higher risk for CMV crashes. Using the STET concept, motor carrier officers focus on driver-related factors, such as driving too fast, improper lane usage, failure to yield, impaired driving, following too closely, careless, and distracted driving.

In FY2015, grant funding was awarded for the following patrols:

- 11,940 regular STET hours
- 800 additional regular STET hours for patrol in 12 counties where the 100 most frequent CMV crash sites are located
- 1,668 officer overtime patrol hours for Drive to Zero/Drive to Save Lives traffic safety campaign

EDUCATION AND AWARENESS

To assist with adjudication of CMV enforcement cases, through the Truck Safety Grant, the MSP CVED purchased and distributed copies of the Federal Motor Carrier Safety Regulations to all Michigan district court judges and magistrates.

In an effort to educate the general motoring public about trucking safety, the CVED designated 100 hours of overtime for an investigator to partner with MTSC staff to deploy the center's truck simulator at rest areas, fairs, and special events during weekends, holidays, and other significant travel times.

In addition, the CVED produced 4'x8' "Moving Michigan Toward Zero Deaths" banners for display at each Michigan weigh station.



TRUCK SAFETY GRANT STATISTICS

STET ACTIVITY	FY2014 TOTALS	FY2015 TOTALS
Total Vehicle Stops	13,783	11,377
Safety Inspections	8,950	7,678
Total Citations	8,889	7,402
Speeding	2,396	2,089
Seat Belt	1,087	855
Driver's License	252	226
Illegal Parking	146	124
Equipment	514	440

RESEARCH

The commission sponsored the following grants relating to the trucking industry in FY2015:

Project Name: Records Management System Analysis

Recipient: UMTRI

Total Grant Award: \$24,103

Description: Project is for developing recommendations for a recordkeeping system to help the MCTS monitor and document training activities funded by the commission. This information will be used for evaluating, measuring, and testing value of the program.

Result: After determining the needs of the MCTS and talking with MCTS staff, the UMTRI recommends using the Access Database Management System. The UMTRI urges the MCTS to engage the services of a programmer to help take full advantage of the features available through the system. To speed up the registration process and improve accuracy, the UMTRI recommends setting up a system to auto populate company and trainee information. The UMTRI also suggests establishing system security measures and stripping trainee identification from course evaluations.



Project Name: CMV Educational Needs Assessment

Recipient: UMTRI

Total Grant Award: \$124,926

Description: This project will assess the educational and training needs of CMV drivers in Michigan, identify gaps, and propose recommendations to address gaps that are identified.

Result: UMTRI's study is in progress and is scheduled to be completed by December 30, 2015. The preliminary study results will be presented at the November 4, 2015, MTSC meeting.

Project Name: Direct Observation Study for CMV Safety Belt Use

Recipient: Wayne State University Transportation Research Group (WSU-TRG)

Total Grant Award: \$81,968

Description: This project is a repeat of the CMV seat belt/hand held use device observation study to determine the progress that has been made since the study was last conducted in 2012.

Result: In the 2012 WSU-TRG study, the seat belt compliance rate was 84.9 percent. The rate for 2015 was 81.05 percent which represents a 3.9 percent decrease from the 2012 CMV rate.



TRUCK SAFETY FUND

STATEMENT OF CHANGES IN FUND BALANCE FOR THE PERIOD ENDING SEPTEMBER 30, 2015

	FY2014	FY2015
REVENUES		
Truck Registration Fees	\$2,034,722	\$2,085,168
Variable Interstate Fees/Uniform Carrier Registration (UCR) Fees	\$750,000	788,575
Total	\$2,784,722	\$2,873,743
EXPENDITURES		
Administration	\$80,101	\$66,122
Education Programs	\$599,359	1,239,718
Enforcement	\$2,182,009	1,925,921
Research/Other	\$20,508	189,604
Total	\$2,881,977	\$3,421,365
EXCESS OF REVENUES OVER EXPENDITURES	(\$97,255)	(\$547,622)
BEGINNING FUND BALANCE	\$2,834,589	\$2,920,671*
ENDING FUND BALANCE		
Total Before UCR Carry-Forward	\$2,737,334	\$2,373,049
Excess MSP CVED UCR Fees	\$182,023	\$776,605
Total Ending Fund Balance	\$2,919,357	\$3,149,654

* Includes a \$1,314 write-off from a 2013 payable.

The Truck Safety Fund is recorded using the modified accrual basis of accounting. Fund revenues are recorded when they are collected. Fund expenditures are recorded in the year expended.

While the fiscal year ends on September 30, the State of Michigan financial reports are not closed until later in the year. Any necessary adjustments in the Truck Safety Fund revenues or expenditures will be reflected in the annual report for the following fiscal year.

FUNDING SOURCES

- \$15 of the registration fee collected by the MDOS on most large trucks, per Public Act 346 of 1988, Section 257.801 of the Michigan Compiled Laws.
- UCR fees collected by the Michigan Department of Licensing and Regulatory Affairs, per Public Act 347 of 1988, Section 478.7 of the Michigan Compiled Laws.

PUBLIC ACT 348 OF 1988

Establishment of the Truck Safety Fund and Michigan Truck Safety Commission

Section 247.675 of the Michigan Compiled Laws
Sec. 25.

- (1) The truck safety fund is established and shall be maintained in the State Treasury. The truck safety fund shall be administered by the Office of Highway Safety Planning within the Department of State Police.
- (2) The Michigan Truck Safety Commission is established in the Office of Highway Safety Planning within the Department of State Police. The commission shall control the expenditures of the truck safety fund. The commission shall consist of the following members:
 - (a) A member of the State Transportation Commission, or his or her authorized representative who is a member of the State Transportation Commission.
 - (b) The director of the Office of Highway Safety Planning, within the Department of State Police.
 - (c) The Secretary of State.
 - (d) The commanding officer of the Motor Carrier Division within the Department of State Police.
 - (e) Seven individuals appointed by the governor with the advice and consent of the Senate as follows:
 - (i) One individual representing Michigan community colleges.
 - (ii) One individual representing 4-year colleges or universities.
 - (iii) One individual representing the Michigan Trucking Association.
 - (iv) One individual representing private motor carriers.
 - (v) One individual representing organized labor.
 - (vi) Two individuals representing the general public.
- (3) The appointed members of the Michigan Truck Safety Commission shall be appointed for 2-year terms. The chairperson of the Michigan Truck Safety Commission shall be elected by a majority of the members serving on the Michigan Truck Safety Commission. A vacancy shall be filled for the balance of the unexpired term in the same manner as the original appointment. The business which the Michigan Truck Safety Commission shall perform shall be conducted at a quarterly meeting held in compliance with the open meetings act, Act No. 267 of the Public Acts of 1976, being sections 15.261 to 15.275 of the Michigan Compiled Laws. Public notice of the meeting shall be given in the manner required under Act No. 267 of 1976. A majority of the commission members serving shall be required to constitute a quorum.
- (4) The truck safety fund shall be expended in the following order of priority and in the following manner:
 - (a) Not more than 5 percent but not more than \$100,000.00 of the money deposited in the truck safety fund shall be expended for the fund's administrative expenses. The Office of Highway Safety Planning may employ not more than 2 persons to assist in the administration of the fund.
 - (b) Not less than 30 percent, but not less than \$1,000,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the following purposes:
 - (i) Establishing truck driver safety education programs.
 - (ii) Encouraging, coordinating, and administering grants for research and demonstration projects to develop the application of new ideas and concepts in truck driver safety education as applied to state, as opposed to nationwide, problems.
 - (iii) Applying for, receiving, and accepting any grant, gift, contribution, loan, or other assistance in the form of money, property, labor, and any other form from a public or private source for the enhancement of truck driver safety education, including matching funds and other assistance from an agency or instrumentality of the United States and doing each thing as is necessary to apply for, receive, and administer that assistance in accordance with the laws of this state.
 - (c) Not less than \$750,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the establishment of special transportation enforcement team operations within the Motor Carrier Division of

- the Department of State Police and any expenses incurred by the Special Transportation Enforcement Team including, but not limited to, required equipment. The Motor Carrier Division of the Department of State Police shall submit an annual report of the activities of the Special Transportation Enforcement Team operations and expenditures of the fund for those operations provided by this subdivision.
- (d) The balance of the money deposited in the truck safety fund, if any, shall be expended for the following purposes:
- (i) Investigating, performing data collection and analysis, and making recommendations on truck accidents within this state.
 - (ii) Investigating and making recommendations on the truck safety enforcement procedures of local law enforcement agencies.
 - (iii) Performing other functions considered necessary by the Michigan Truck Safety Commission for the enhancement of truck and truck driver safety within this state.
- (5) The commission shall make an annual report to the chairpersons of the House Transportation and Senate State Affairs, Tourism, and Transportation committees on the status of the fund. The report shall be submitted within 45 days after the end of the fiscal year and shall include the year and balance of the fund and the disbursements made from the fund during the previous fiscal year.







MTSC
MICHIGAN TRUCK
SAFETY COMMISSION